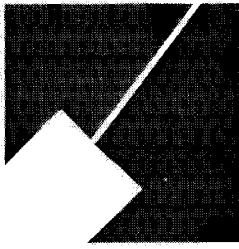


M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760
301-495-4500, www.mncppc.org

MCPB
Item # 4
May 26, 2005

May 20, 2005

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Jeff Zyontz, Chief
Countywide Planning Division

FROM: Nazir Baig, Planner Supervisor
Countywide Planning Division
(301) 495-4549

SUBJECT: WSSC Potomac Bi-County Water Supply Main
Project No. W-127-01

Nazir Baig

On February 10, 2005, WSSC made the initial presentation on several alignments for a seven-foot diameter water main to be located between intersection of Tuckerman Lane and I-270 and the western terminus of the Bicounty Tunnel near Rock Creek crosses Capital Beltway (I-495) at Stoneybrook Drive. This connection is needed to provide adequate Water Supply to Prince George's County.

The Board was keenly aware of the possible negative impacts of the various alignments on the existing park system and expressed a desire to be kept informed on the progress of this project. The WSSC staff, consultant and the project review team are in process of reviewing and analyzing the various alternates. The project manager, Mr. John Mitchell, will be present and will brief the Board on the progress made so far.

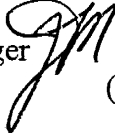
NB:ss

Attachment

Washington Suburban Sanitary Commission

INTEROFFICE MEMORANDUM

TO: Distribution List

FROM: John Mitchell, Project Manager 
Project Delivery Group (301)206-8885

DATE: February 23, 2005

SUBJECT: Refined Alignment, The Bi-County Supply Main
Contract No. BL9972A94

Hot off the presses, enclosed please find a copy of the *Refined Alignment Report* for the Bi-County Supply Main project. Please review the report in advance of the March 7, 2005 PRG Meeting (9:30 a.m. in room LK 120) and bring any comments you might have.

This report provides significantly more data on the 9 remaining alignments than the previous report. If you have limited review time, please pay particular attention to the executive summary and chapter 11. In particular, you will note the recommendation to eliminate all but three tunnel alignments from further consideration. This recommendation is being made at this time since once the impact costs associated with the open cut alignments show that the difference is much less than anticipated in the earlier study. Specifically, the cost difference between the least expensive alternative (P1 at \$101,500,000) and the three least expensive tunnel alignments is from 13.5 million to 22.1 million or roughly 14%-22% of the pipeline costs. When plugged into the decision making model, the only way for an open cut alignment to become the preferred alternative, is if cost was 65% of the decision criteria and the remaining alternatives made up only 35% of the remaining criteria (see executive summary page xix).

If the PRG concurs with the report recommendation, then the next report will concentrate on tunnel issues such as shaft location and the location of permanent above ground structures for Cathodic protection. If you have any questions on the report and the recommendations, please let me know.

Enclosure

(See page 2 for Distribution List)

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cc: Doug Brinkman, Black & Veatch (w/o enclosure)